

The Sydney Morning Herald.

No. 15,963.

SYDNEY, FRIDAY, FEBRUARY 25, 1887.

12 PAGES.

PRICE 2d.

Births.

BENTLEY.—February 17, at her residence, Ten Oaks, Victoria, the wife of G. W. Bentley, of a son.

TERCE.—February 14, at her residence, Kallangra, Moore Park, the wife of J. J. Terce, of a son.

Marriages.

ROOIOU-DE LAMBERT.—February 14, at St. Paul's Church, Sydney, by Rev. J. J. Lambert, of a son, the Rev. J. J. Lambert, fourth son of John de Lambert, of St. Paul's Church, Sydney, and the late William de Lambert, of St. Paul's Church, Sydney.

DAVIS-WATERFORD.—February 14, at St. Joseph's R. C. Church, Sydney, by Rev. J. J. Davis, of a son, the Rev. J. J. Davis, fourth son of John Davis, of St. Joseph's R. C. Church, Sydney, and the late William Davis, of St. Joseph's R. C. Church, Sydney.

Deaths.

AWYER.—February 24, at his residence, Alma Lodge, Waterbury, Victoria, the wife of J. J. Sawyer, of a son, the Rev. J. J. Sawyer, fourth son of John Sawyer, of Alma Lodge, Waterbury, Victoria, and the late William Sawyer, of Alma Lodge, Waterbury, Victoria.

STEWART.—February 24, John David, aged 30 years, only son of John Stewart, of St. John's Church, Sydney, and the late William Stewart, of St. John's Church, Sydney.

In Memoriam.

MARTIN.—In loving memory of Henry Joseph, youngest son of G. A. Martin, who died February 23, 1887, at 44, Regent-street, Sydney, aged 18 years.

DEWON.—In affectionate remembrance of Albert William May (Bertie), who died at his residence, 10, St. John's Church, Sydney, on February 23, 1887, aged 7 years.

WILLIAMS.—In affectionate remembrance of Charles Frederick Williams, who died at St. John's Church, Sydney, on February 23, 1887, aged 18 years.

Shipping.

ORIENT LINE OF ROYAL MAIL STEAMERS.
The following Royal Mail Steamers belonging to the ORIENT and PACIFIC COMPANIES will leave SYDNEY at 1 p.m. on the undermentioned dates for the following ports:—

ORIENT.—February 25, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—February 26, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—February 27, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—February 28, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—February 29, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—February 30, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 1, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 2, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 3, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 4, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 5, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 6, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 7, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 8, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 9, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 10, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 11, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 12, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 13, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 14, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 15, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 16, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 17, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 18, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 19, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 20, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 21, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 22, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 23, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

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ORIENT.—March 30, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—March 31, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—April 1, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

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ORIENT.—April 7, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

ORIENT.—April 8, at 1 p.m., for Melbourne, Adelaide, Perth, London, and India.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LIMITED.

SAN FRANCISCO ROYAL MAIL SERVICE.
OVERLAND ROUTE TO ENGLAND, VIA SAN FRANCISCO AND NEW YORK, CALLING AUSTRALIA AND HONOLULU.

Avoiding all the heat of the Red Sea and cold of Cape Horn.

Under Contract with the Postmaster-General of New South Wales and New Zealand, the steamers of this line are authorized to carry passengers and cargo between Sydney, Melbourne, Auckland, and San Francisco.

EVERY FOUR WEEKS, sailing as under:—

Steamer. To. Commander. Leave Sydney. Arrive at San Francisco.

Mariposa. 3000 Tons. 10th March. 10th April.

Zealandia. 3000 Tons. 10th April. 10th May.

Each steamer carries daily dispatches, and with a refrigerating chamber for fresh provisions, ensuring a plentiful supply of food throughout the voyage.

Passengers are booked to San Francisco or through to European destinations, and have at San Francisco choice of the quickest and most comfortable lines of the Pacific Ocean, to New York, San Francisco, and other ports.

All first-class passengers are allowed 100 lbs. of baggage to San Francisco, and 200 lbs. "Overland," free of charge.

For rates of passage and freight, and all other information, apply to

FRED. W. JACKSON, Manager, Melbourne.

SPECIAL NOTICE.—Passengers are now booked, via Canadian Pacific, to London.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LIMITED.

WEEKLY COMMUNICATION TO ALL NEW ZEALAND PORTS.

WAKATIPU, 1700 tons, THIS DAY, FRIDAY, February 25, 1887, for Auckland, Dunedin, and Melbourne.

MOTOMAHIA, 1700 tons, THURSDAY, March 3, for Auckland, Dunedin, and Melbourne.

Passengers and cargo for Melbourne, Auckland, and Dunedin, are booked to leave Sydney on the above dates.

For further particulars apply to

FRED. W. JACKSON, Manager, Melbourne.

COMPAGNIE DES MESSAGERIES MARITIMES.
SYDNEY TO MARSEILLES, VIA MELBOURNE, ADELAIDE, BRISBANE, AND SUEZ CANAL.

BOOKING PASSENGERS.—Passengers are booked to leave Sydney on the above dates.

For further particulars apply to

FRED. W. JACKSON, Manager, Melbourne.

BRITISH-INDIA STEAM NAVIGATION CO., LIMITED.
SYDNEY TO CALCUTTA, VIA MELBOURNE, ADELAIDE, BRISBANE, AND SUEZ CANAL.

BOOKING PASSENGERS.—Passengers are booked to leave Sydney on the above dates.

For further particulars apply to

FRED. W. JACKSON, Manager, Melbourne.

QUEENSLAND STEAM SHIPPING COMPANY, LIMITED.
SYDNEY TO MELBOURNE, VIA ADELAIDE, BRISBANE, AND SUEZ CANAL.

BOOKING PASSENGERS.—Passengers are booked to leave Sydney on the above dates.

For further particulars apply to

FRED. W. JACKSON, Manager, Melbourne.

DELTAIDE STEAMSHIP COMPANY, LIMITED.
SYDNEY TO MELBOURNE, VIA ADELAIDE, BRISBANE, AND SUEZ CANAL.

BOOKING PASSENGERS.—Passengers are booked to leave Sydney on the above dates.

For further particulars apply to

FRED. W. JACKSON, Manager, Melbourne.

THE WEEKLY EXPRESS SEA SERVICE.
SYDNEY TO MELBOURNE, VIA ADELAIDE, BRISBANE, AND SUEZ CANAL.

BOOKING PASSENGERS.—Passengers are booked to leave Sydney on the above dates.

For further particulars apply to

FRED. W. JACKSON, Manager, Melbourne.

CLARENCE AND RICHMOND RIVER S.S. CO.'S SERVICE.
SYDNEY TO MELBOURNE, VIA ADELAIDE, BRISBANE, AND SUEZ CANAL.

BOOKING PASSENGERS.—Passengers are booked to leave Sydney on the above dates.

For further particulars apply to

FRED. W. JACKSON, Manager, Melbourne.

THE TETULPA GOLD DIGGING.
SYDNEY TO MELBOURNE, VIA ADELAIDE, BRISBANE, AND SUEZ CANAL.

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THE TETULPA GOLD DIGGING.
SYDNEY TO MELBOURNE, VIA ADELAIDE, BRISBANE, AND SUEZ CANAL.

AUSTRALIAN UNITED STEAM NAVIGATION COMPANY, LIMITED.

The undermentioned powerful high-class passenger steamers are licensed to be despatched for the following ports, viz:—

MELBOURNE.—This day, 4 p.m.

ADLAIDE.—This day, 4 p.m.

BRISBANE.—This day, 4 p.m.

SYDNEY.—This day, 4 p.m.

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ADLAIDE.—This day, 4 p.m.

BRISBANE.—This day, 4 p.m.

SYDNEY.—This day, 4 p.m.

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ADLAIDE.—This day, 4 p.m.

BRISBANE.—This day, 4 p.m.

SYDNEY.—This day, 4 p.m.

GRAFTON, CLARENCE RIVER.

S.S. HELLIN NICOLL.
Will leave Grafton for Sydney, on the above date.

S.S. AUSTRALIAN.
TUESDAY NIGHT, at 8.

Return tickets available by either steamer.

Goods for Transhipment, Melbourne, Adelaide, and London.

JOHN BEE AND CO., 125, Market-street.

MANNING RIVER DIRECT.
TO-MORROW, SATURDAY, at 4 p.m.

PORT MACQUARIE AND BELLINGHAM CO.
ON or about MONDAY NEXT.

RICHMOND RIVER.
TO-MORROW, SATURDAY, at 7 p.m.

SHOALHAVEN AND BROUGHTON RIVER.
TO-MORROW, SATURDAY, at 7 p.m.

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Musical Instruments

BRUCE and MARRY,
197, PITT-STREET.
PIANOS, ORGANS, MUSIC, VIOLINS, Flutes, Concertinas,
Banjos, Strings, Bridges, &c.
Every kind of Musical Instrument kept in stock and to order.
TIME PAYMENTS TO SUIT EVERY CUSTOMER.

DISCOUNT FOR CASH.
Pianos and Organs from \$5.
PIANO FORTES. PIANO FORTES.
FOR PRIVATE SALE.
A LARGE ASSORTMENT, affording buyers a CHOICE of
INSTRUMENTS from the most

PRICES VERY LOW.

BRADLEY, NEWTON, and LAMB, Pianoforte Warehousemen,
Spring and O'Connell streets.

Principal entrance to the Show Rooms from O'Connell street.

CRAMPTON'S ANNUAL PIANO SALE
SPECIAL FEATURES THIS WEEK.

2 Upstairs from Italian Pianos at \$25; usual price, \$30. A
 splendid shipment, bought at a large discount.
 1 Uppr 'Bright Grande', \$55; sold usually at 97 guineas
 18 of the famous Romantic Piano at wholesale price
 Cottage, Upright, Grand, and Semi Grand
 2 Fine Eckermann Upright Grands at \$40
 2 Beautiful han. Pianos, equal to new, \$25; price new, \$30.
 Reduced prices 2 wets. for cash only.
 604, York-street, 2 doors from Loo-ster's.

BRAMBACH, PIANO AND ORGAN WARE.

A. BRAMBACH. { Cheapest and most Liberal House.
PIANOS. { Earliest Time Payment System.
ORGANS. { Largest Discount for Cash.
PIANOS. { All Reliable Makers of Repute.
A. BRAMBACH. { Seven Years' Guarantee.

INSPECTION WILL SAVE YOU FROM 15 to 50 PER CENT.

ORGANE. AMERICAN ORGANE.
We invite attention to our
Service-proved and Grandly-toned
MASON and HAMLIN'S and DOMINION ORGANE,
at Most favourable Prices.
ELVY and CO., ELVY and CO.,
529, George-street.
SPRINGBURY PIANOS.—SOLE IMPORTERS, Beale and

MAGNIFICENT £70 PIANO sacrificed by lady for
£25. 7, Johnston-terrace, Surry-st., Darlinghurst.

TH. L. LUCAS and CO., Professional Piano-forte Tuners
and Repairers, from John Brinsmead and Sons, London.
Highest testimonials from the leading pianists of the day.
Town 76 ed, suburbs 106 ed. 78, William-street, Sydney.

ELEGANT PIANO, £17; every improvement; grand
not to be again in Sydney. 319, Bourke-street.

PIANO.—For SALE, COTTAGE PIANO (upright grand), eminent maker, only 6 months in use double oblique, cross-strung, on massive iron frame, bronzed metal plate, full rich, brilliant tone and touch, harmonic pedals for singing, stool and lavatories: will sell it a great bargain want the cash. 29, Botany-street, Surry Hills.

PIANO, £50: elegant German iron-frame Cottage for £25, nearly new, bargain. 370, Crown-street, Surry Hills.

WANTED TICKETS HORNER'S LAND SALE. To-morrow.

Medical, Chemicals, &c.

MARSHALL'S TONIC NERVE promotes appetite.

MARSHALL'S TONIC NERVE improves digestion.

MARSHALL'S TONIC NERVE

MARSHALL'S TONIC NERVE
cures nervous debility.
MARSHALL'S TONIC NERVE
sold by all chemists.
DEBILITY.—Hocking's reliable high-class Old Aus-
tralian wine. Lead doctors prescribe. Cellars, 143, Pitt-st.
ONE BOX OF CLARKE'S B 41 PILLS is warranted
to cure all ailments of the urinary organs in either sex
(acquired or constitutional), gravel, and pains in the back. Sold

BLAIR'S GOUT PILLS
THE GREAT ENGLISH REMEDY
GOUT, RHEUMATISM, SCIATICA, AND LUMBAGO.

The excruciating pain is quickly relieved and cured in a few days by this celebrated medicine.

These Pills require no restraint of diet during their use, and

are certain to prevent disease attacking any vital part.

Sold in England at 1s 6d and 3s 6d per box; or by any Chemist or Stores in the Australian colonies.

ABRAHAM'S PILLS. ABRAHAM'S PILLS

Prepared from Dandelion, appeal forcibly to dyspeptics and those who suffer from indigestion, having allowed the palate to decide everything for them, and have paid the inevitable penalty of their folly, will find a certain relief in Abraham's Pills.

Used everywhere. Prepared at the Laboratory, 454, George
street. Sold every where at 1s, 2s, and 5s.

MEDICAL.—Just landed, 10dols. Timoteu Strophanth
thus, Politzer's Ear Apparatus. A. J. Watt, Son, and Co.

FLESH GLOVES.—We have just landed every
description of Pattison's Flesh and Bath Gloves.
A. J. WATT, SON, and CO.

ELECTRO-MAGNETIC BELTS.—We have just re-
ceived from the Paragon Magnetic Company a complete

assortment of their celebrated Magnetic Belts, price, 17s 6d each.
A. J. WATTS, SON, and CO., Pharmacists, 525, George-street.

Horses and Vehicles.

THE CARRIAGE EMPORIUM,
37, YORK-STREET,
WYNTARD-SQUARE, SYDNEY.

BARRON, MOXHAM, and CO.

desire to acquaint their numerous friends and the public generally that they are now landing some new and elegant designs, and respectfully invite early inspection of the very large stock they have on view.

The class of Carriages and Buggies imported by us has never been so long and favourably known that comment in an advertisement is unnecessary. Every style suitable for colonial use can be seen at

27. YORK-STREET.

THE CARRIAGE EMPORIUM,
27, YORK-STREET.

ANGUS AND SON,
for
Carriages, Buggies, Waggones, and Harness.
Patentees of the Angus Buggy.
89, and 101, Castle-street, near King-street.

JORN BRUSH, SON, and CO.
Manufacturers

AND
Importers of every description
of
SADDLERY and HARNESS.

Having completed their extensive alterations,
Beg to intimate that their new and enlarged premises—a
special feature of which is well-lighted, well ventilated and
spacious show rooms—affording every facility for the display of
their immense and valuable stock. Special attention is directed
to the new and improved SADDLERY and HARNESS, which London

FOR SALE, HORSE, SPRINGCART, and Harness,
20: Horse, Van, and Harness, \$11; Horse, Parcel De-
livery, and Harness, \$16; Horse, Saddle, Bridle, &c.; Horse, Tri-
drag, and Harness, \$18. Blacksmith's Shop, James-st., Bethers-
SOCIABLE for SALE, in good order; price, \$38.
Summerlee House, Edinburgh-street, Ashfield.

THE SYDNEY Ice Company, Limited, desire to dispose of a number of first-class light draught HORSES, sound, and in good condition. Apply for particulars, D. Roberts, secretary, Blackstone-chambers, O'Connell-street, Sydney.

FOR SALE, 2 good HORSES and HARNESS, and strong light CAB, nearly new, licensed; a good lot. at Cuthbert-street, Redfern.

FOR SALE, stanch Bay Buggy HORSE, any trial.
Newlands Angell-road, Burwood.

HORSE, suit cab or buggy, any trial, £12. 29, College-street, off Devonshire-street, S.H.

FOR SALE, a well-appointed Village Cart, Horse, and Harness, £30. 199, George-street West.

GRAND upstanding bay Gelding, by Highflyer, 5 years, reliable seatable horse. 15, Denison-street, Woolfahrs.

FOR SALE, Brown MARK; must be sold, cheap. 48, Cleveland-street, Darlington.

HORSE, Cart, and Harness, c. o. cheap and good, sparsely acid Hack, grand for buggy. Roberts, grocer, North Street.

SADDLERY and HARNESS.—Wholesale Price at H. L. Miller's, 167, Susan-st., between Market and King streets.

HORSE, Dealer's Van, and Harness, 217; Horse, Spring Cart, newly run, and Harness, 218. Knight.

HODED Sociable, brake, lamps, 230; Extension-top Buggy, 236; Tray Buggy, brake, lamps, 218. Knight.

CAR, Heavy, 216; c. o. cheap Hack, 216; c. o. cheap Hack, 216.

NEW Double buggy, \$30; new horse-drawn carriage, \$100.
Double-seat Buggy, \$18. Knight, Castle-street-east.

HAWKER'S Wagon, \$36; new Express Wagon,
\$35; Village Cart, \$12; n/w Pagner, \$15. Knight.

FOR SALE, first-class Express Wagon, now Spring
cart, cheap. Cleveland-street Carriage Works, Bedford.

FOR SALE, a bargain; first-class now Village Cart;
also, new Dealer's Van. 46, Belmore-street, S.E.

FOR SALE, a first-class lamp-sealed leather hooded

F BUGGY, never been used; no reasonable price refused; a chance seldom offered. Apply How's News Agency, Parramatta-road, Petersham.

FOR SALE, a good Buggy MARE, Springfield, and Harness, nearly new. Apply Higginbotham, Parramatta-road, Forest Lodge.

VAN, £9; new double-seated Buggies, with brakes and lamps, £30 each, warranted. E. M. Carty, 181, Craig-st., -181

NEW Spring-Cart, new Harness and stanch Horse, all lot; neatest Pugal-Cart, Harness, Horse, \$15.00. M. O'Leary.

EMCARTY and CO., 161 and 163, Castlemeath-street, have the best accommodation in Sydney for Livery and Bait.

PARK Phaetons, Victorias, Dogcarts, Buggies, two good family Sociables, secondhands. Moore and Son, Mosley-st.

HANSON CABS, 6 patterns, 20 to select from; licensed cabs, on easy time payments. T. Moore and Son.

NEW Springcart, \$10 each; stylian ragbolls
new Village Carts, \$16; Express Waggon, \$22. M-Cart.
FIRST-CLASS Hooded Family Sockable, \$33; Light
nest Sockable, \$23; Lady's Phaeton Buggy, \$18. M-Cart.
BAKER'S Cart, \$10; Hooded Surveyor's Waggon,
\$28; Double Buggy, \$18; strong single Buggy, \$16. M-C.
WANTED, a good sound buggy HORSE, cheap.
Apply after 5 p.m., 365, Bourke street.
WANTED, a sound HORSE, broken to saddle and

light harness. Apply Bald-faced Stag Hotel, Lahore.

The annual general meeting of the Sydney Chamber of Commerce was held on Thursday afternoon at the Lyceum.

The Secretary read the balance-sheet, which showed on the dr. side on January 1 a credit balance of £64 7s., subscriptions amounting to £375 18s., interest on fixed deposits

The annual report, which had been printed and circulated, was taken as read. The report ran as follows:-

injunction, and summonses in cases of emergency may be returnable in Chambers on any Friday. And it is further

The CHAIRMAN then said :—In moving the adoption of the report, I shall, as on a former occasion, avoid an elaborate display of statistical knowledge, and refer you

that our security in the future will rest not only on the justice of our cause but in our capacity at any moment to create a machinery which, by the power of logic and reason,

that it is almost impossible to eradicate it. The only alternative is to humour it. When we require to borrow specific harbour improvements, let us establish special

with those who discredit mining transactions among the quiet and cautious class of investors. The subject is too large to treat on an occasion like this, but I would indicate

all be filled with an ambition to make this port not only the
freest in the world, but the most magnificent harbourage

make more than a passing reference to them. Another subject to which they had devoted a great deal of attention

In Banco.—(Before their Honors the CHIEF JUSTICE, MR. JUSTICE RAGGOTT, and MR. JUSTICE INNES.)

John Connelly, contractor, sued the Hon. W. J. I.

afforded protection to the Government from having to pay the debt. The money having been paid upon Indro's order, Mr. Salomons submitted, even admitting

The appeal was therefore dismissed, with costs.

the point raised; but his Honor decided to receive it. Peter D'Arcy Blake, the respondent, deposed that

The Chief Clerk presented a list of estates in arrears and the official assignees were heard thereon.

prisoner, who defended his own case, was found
and was sentenced to two years' imprisonment with
labour in Parramatta gaol.

others v. Sigmund, Pangye v. Nelson, In re 22nd the Castlemaine Brewing, Malting, and Wine and Limited v. Howell, Sly v. Sachs, Edgington and

Mr. G. W. F. Addison, S.M., presided in the

Burrumbidgee whilst that vessel was lying in the Port Jackson. The accused, who pleaded guilty, was sentenced to the penalty of £30, in default three

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dissease. The mere announcement of such a proposal on the part of any Government in these colonies would at once shake the fabric of Australian credit in the English money market, and produce results which would inevitably be felt in each of them. The money might no doubt be found in this manner; but the moral effect of the transaction

discount for the accommodation. The one ground on which implicit confidence is still placed in Australian securities by the English investor is the ability of the colonies to provide for the payments of their debts by legitimate means in the shape of taxation. It is idle to talk about our assets in the shape of Crown lands or public works, since neither one nor the other can be looked upon as funds for the payment of interest. That must come from the ordinary revenue of the colony concerned, and the moment that unsoundly-

The official information which we published yesterday with regard to the reports sent in by the Works Inquiry Board did not properly explain the reasons why the Board had not yet reported. It was spoken of—only relating to the Railway Department, and the other to the Colonial Architect's Department; and it was added that the Board was now preparing its final report upon the departments which had been examined. The inference may be drawn from the above that the Colonial Architect's branch is not ready for publication because the conclusions of the Board will be conveyed in the final report. This is quite a mistaken view of the position. The reports that have been sent in are called progress reports, but they are complete so far as they go. The first progress report dealt with the Railway Department, and the recommendations it contained were definite enough, as the public

report in the papers, is well aware. The report on the Colonial Architect's Department, we understand, is equally definite and complete, and the MINISTER has now in his possession not only the report but the evidence. Any objections that might be raised to the publication of the report on the Colonial Architect's Department could have been urged with equal force to the report upon the Railway Department. The Railway report, however, was published, while that dealing with the Colonial Architect and his department, is not yet before the public, although

has been in the MINISTER'S hands since the first day of the present month. If it was proper to publish one report, surely it is proper to publish the other. The only difference in the two cases, so far as we can see, is that one MINISTER was anxious for publicity, while the other shuns publicity. Both reports are nominally "progress" reports; but the second, like the first, deals fully with the subject in hand. The fact is, that the

reports, which were complete in themselves, were furnished so that time might not be lost. The final report is not likely to be more than a general review of the inquiry, and it will not, we may be sure, contradict the progress reports, which are the result of diligent investigation and evidence carefully studied. We are unable to see what reason there is for keeping back the report on the Colonial Architect's De-

The annual report of the Sydney Chamber of Commerce shows that, if much has not been accomplished by that body, many things have been attempted, and that the efforts put forth for the removal of disabilities from the course of commerce will yet bear good fruit. More rather than less interest has been exhibited in the affairs

Having been made to its membership. Failing to accomplish all that was desired through the lack of influence in Parliament, perhaps the best guarantee of success in the future is the fact that the CHAIRMAN of the Chamber and other members of its committee have now seats in one or other branch of the Legislature. In the CHAIRMAN indeed the commercial community and the colony generally have obtained the services of

ability. His denunciations of the apathy of the commercial community in our public affairs, in a speech made by him some months back, almost compelled him to follow on with the candidature which made him one of the members for East Sydney. In the speech delivered by the CHAIRMAN yesterday, some capital advice was given to his fellow members. When he urges the acceptance of any proposals for the removal of the anti-violence duties, no matter though some sacrifice

may have to be borne by merchants, an appeal is made to patriotism which it is to be hoped will not be wanting when Sir HENRY PARKES comes forward with his proposals. And we think he is quite correct when he insists on the preservation of a watchful attitude towards the friends of the Protectionist cause. Defeated though they have been, the colony would live in a fool's paradise if it supposed that they have been slain; for, whilst human nature is what it is, it would be absurd

the rope-makers, the leather manufacturers, or other classes can get the benefit of a protective duty that will enable them to charge the rest of the community a higher price for their manufactures, they will not use all their influence to get their views carried into effect. The bulk of the community will, as Mr. M^YMILLAN indicates, have to watch the movements of people who want to tax them for their own benefit. And

of capital lying comparatively idle in England, that might find scope for profitable employment in the colonies, there is no doubt he is not far from the truth, if we only had the population to use it economically, so that it would return, not merely the interest we have to pay for it, but leave something to the borrower. It would be well if our brokers had some regard to his caustic criticism that laid bare the defects of our brokerage system. The Cham-

ber of Commerce might well devote itself to the task of preventing a member of the Stock Exchange being a "broker, buyer, seller, speculator, and every other possible combination of irreconcilable elements rolled into one." That has been felt as a grievance by many, and condemned by the Judges of the land. The Chamber of Commerce has yet much to do before its mission is accomplished.

The establishment of relief works at the Field of Mars is a judicious method of dealing with the claims of the unemployed. There is a large area of land to be brought to sale, and a reasonable expenditure in clearing it preparatory to sale ought to be repaid by a substantial increase in the proceeds. It would, perhaps, have been wise for the Government to go to some outlay upon such work before the sale in any case; but the present exceptional demand for employment on the part of a

number of people who are in need of relief, and cannot in the nature of the case be provided with the kind of work they have been accustomed to, it was worth seizing by the Government. The work was rough, but no special skill is absolutely required by it, and whilst the purpose of the Government will be served by starting this undertaking, the fair terms offered will give those who accept them the means of honestly earning a subsistence until, it may be hoped, the revival of private en-

ing more. The MINISTER FOR WORKS may be recommended for adopting a fair system of piece-work, instead of day-work. It should not be forgotten that the main object of the Government is to afford immediate and temporary relief; and when we find that only 135 from amongst some 600 applicants

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SHIPPING REPORTS

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and, but a favourite and strict breeze could not be found, the wind at times proving so light that they became chafed. The schooner, however, was not to be deterred, and the tide, which was nearly always prevailed to the Otway. Wilson's Prunella, which was the lightest boat, left the schooner at 11.15 a.m. and the barque was the barque was delayed by a strong current setting from the north, and she had also to contend with a heavy rain, which was not cleared away until 1.15 p.m. She made at seven minutes past 2 o'clock, and having passed on to the north, was towed by the Mystery to an anchorage at the mouth of the barque Elizabeth Mary has been sold to Captain Milnes of the barque, and the schooner will be transferred to Sydney, hence to Hobart. The schooner's defence left Kelpara on the 11th inst. and was expected to arrive at Kelpara on the 14th inst. The schooner was at nine days. K and S. E. winds were had, followed by strong winds from the north, and the schooner was delayed. The schooner was then changed to S.E., which was called to arrival. The schooner was made at 4 p.m., and the schooner came to an anchor at 5.15 p.m. The China Navigation Company's steamer Chingst arrived in the morning.

Yesterday from Newcastle, where the ship carried a cargo of coal. Here she will take in some miscellaneous cargo, and in all probability will sail for Hongkong to-morrow.

OVERLAND PASSENGER TRAFFIC.
[BY TELEGRAPH.]

ALBURY, THURSDAY.
 The following have passed through:—
 For Sydney (by express on Wednesday): J. Nathan, J. Jackson, T. McCaffery, F. Mulhorne, Miss Johnstone, W. Barker, R. Barker, R. Barker, J. F. Smart, M. and Mrs. Barker, J. and Mrs. M. Galloway, Glenbrook, Eldon, F. and Mrs. Ferry, Angus Robertson, Darway, Jas. Bell, F. Macdonald, J. Macdonald, J. M'Crac, A. O. Jephson, Burall, Scoburn, Frits, G. Smith, juv.

[illegible]

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Books, Publications, &c.

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WASTE PAPER FOR SALE. cheap. Apply Mrs.
Judson, Herald Office.

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row. Apply early, Garsard and Hamilton, 122a, Elizabeth-st

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new designs, covered to order, in any material.

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